

setting, a day's outing for the sisters and the cousins and the aunts.

Nor does it appear anything like a certainty that there will be a completed race to-day. The weather predictions are similar to those made for yesterday and it may be that the two sloops will go through another innocuous drifting stunt which will still further lessen the diminishing interest in the "blue ribbon contest of the seas."

**Defender's Backers Still Confident**

The backers of the defender are still confident. They get some satisfaction out of the fact that Resolute outdistanced Shamrock yesterday and they feel sure that with light breezes and a tricky change of wind Captain Adams will have all the better of it again. The chances are that if the race is finished to-day it will be a monotonous one, sailed barely within the time limit.

Saturday's robust wind was the last chance of Shamrock, it seems. The winds that called for the big green boat called once, boisterously. Then they left and they seem to have left for good.

## Jackie Gives Yacht Crowd Only Thrill "Man Overboard" Provides Excitement Lacking as Boats Race in Calm

By Jack Lawrence

A deserting wind left Shamrock IV and Resolute flat on their respective water lines yesterday afternoon when they had drifted ten miles of the thirty-mile contest that was to have decided the fate of the America's Cup. With only one hour and a half left of the six-hour time limit and with still twenty miles to go, the race committee of the New York Yacht Club decided that the feat was impossible and called the race off.

Another effort will be made to-day to sail the fifth and deciding contest for the cup, although the weather man holds out little encouragement in the matter of winds. Northwesters breezes are predicted with a tendency to shift toward the southwest during the afternoon.

This is exactly what the wind did yesterday, and as it shifted it simmered down to a whispering zephyr that was too light to make a ripple on the galvanized Atlantic. All the rough and tumble weather that had caused the ending off of last Saturday's contest had disappeared and in its place there was a lull, feeble breeze that made fine promises of a good day's sailing and then broke them all.

**Contentants Motionless**

When the wind quit for the day the ship-sparred contestants for the America's Cup were resting motionless on even keels, and the stake marking the end of the first fifteen-mile leg was still only a bobbing speck on the southwestern horizon. J. P. Morgan's Corsair, standing close to the mark, seemed to be huddled in the distance from the point where the yachts gave up the tedious drift and accepted tow-lines from their respective tenders.

The cup-defending Resolute was at this time a trifle less than a mile and a half ahead of the challenger Shamrock IV, and about five miles from the outer mark. She had sailed and drifted ten miles in four hours and a half.

There was hardly a suggestion of real competition from the moment the "no race" signal was hoisted on the committee boat. The Atlantic was wrapped in a July siesta, and as she slumbered the spectators sweltered in the still heat. Any one seeking a quiet place for melancholy retrospection would have been well satisfied with conditions off the Jersey coast yesterday.

Wasn't a breath to flutter a sail or arouse the suspicions of a prohibitionist.

The only thrill of the entire day came when a Jackie on the destroyer Goldsborough fell overboard while that ship was lying off the foot of West 11th Street waiting to take guests down to see the alleged yacht race. The job was well on his way to a watery grave when two of his mates plunged over the side and rescued him as he was going down for that statistician said was the thirty-third time.

When the sailor fell overboard it caused more confusion on the good ship Goldsborough than breaking out a spin-drier does on Shamrock IV. While the sailor floundered about and swallowed gallons of the unfiltered Hudson officers and crew held a long consultation to decide what should be done in such a situation. Some one suggested that without going through the formality of taking the matter up with the Navy Department, a line should be tossed to the gob. A careful investigation of the available ropes, however, developed the fact that all of them were too tangled and knotted to be of any use in an emergency.

Somebody else thought that the best thing to do, under the circumstances, was to throw the man an anchor, but this was objected to on the ground that, for obvious reasons, no one who every soap would be the proper thing. A facetious skipper of a passing tow-boat megaphoned the suggestion that the man should be put up to Secretary Daniels in Washington.

**Jackie in Role of Hero**

When it appeared that the men on the destroyer had decided on a policy of watchful waiting a diminutive Jackie Brown, who lived over the stern of the Goldsborough, took a long swim reached his mate. The man had disappeared from the surface by this time, but the dungeared-clad swimmer maintained a buoyant position, keep him afloat until a navy tug took them both aboard.

When the challenger and defender began to make headway in the morning, the wind was blowing about fifteen knots off of the northwest and there was every indication that perfect racing conditions would prevail for the last part of the day.

Outside the Hook, the open water was brilliant with sparkling white caps, and seemed certain that Sir Thomas Lipton was to have the strong wind he had desired for the deciding race.

Resolute was the first to get under way and she was quickly followed by the challenger. The American boat's new mainsail, bent yesterday by her crew, appeared to set perfectly as she sailed away in the direction of Ambrose Lightship.

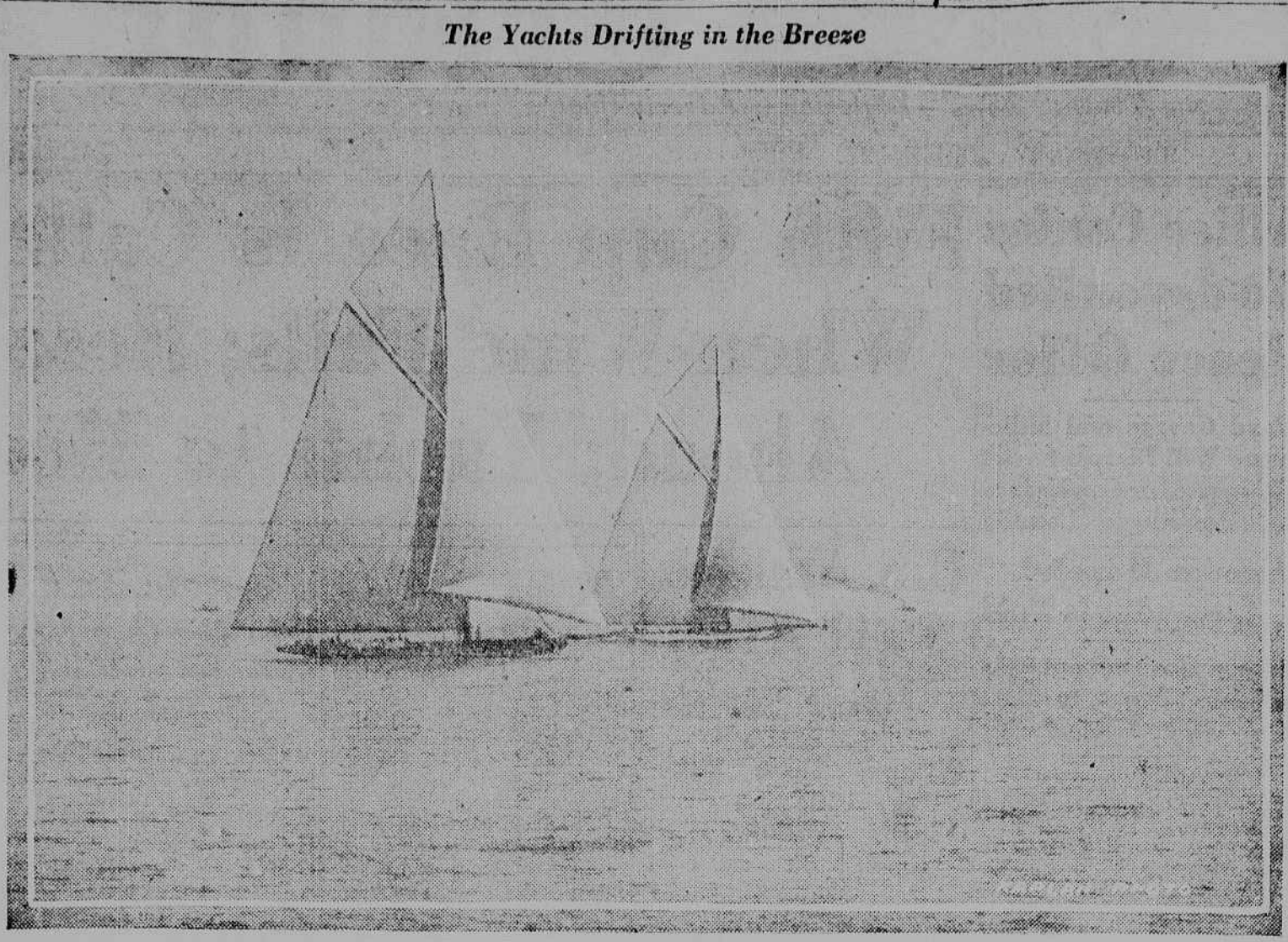
The yachts had hardly started their rather long voyage to the course when the wind began to shift in a southerly direction and gave indications of fulfilling the Sandy Hook predictions that it would be blowing from the southwest by the time the racers were sent away.

As the wind shifted, its velocity decreased, and Resolute reached Ambrose Light vessel it had softened considerably and had hauled around to north, northeast. The breeze showed no signs of settling in any permanent quarter, and this caused the race committee on the Baryton to hold a temporary postponement signal at 11:45, the hour originally set for raising the preparatory flag.

The importance of the contest made it desirable to send the yachts away in a true wind that would enable them to sail the entire thirty miles on a windward and leeward course.

**Few Yachts at Starting Line**

Comparatively few yachts were gathered about the starting line when the racing sloops reached the course. Most of those that did show up were owned



This photograph was taken in midafternoon, when the wind had shrunk to almost nothing.

by veteran yachtsmen who seldom miss a sailing race.

The start of yesterday's race had been set for noon, but the preparatory signal was not hoisted on the Baryton until 12:15, and it was 12:30:20 when Shamrock went over the line. The wind at that time was northeast by east, which made the first leg a run to leeward instead of a beat. The mark was anchored about seven miles off Deal Beach.

The fact that the first leg was to be a run was considered distinctly favorable to Shamrock, as it delayed the windward work, in which she is no match for Resolute, and made it possible that a shift in the direction of the wind might eliminate it altogether before the fifteen-mile mark was reached.

The jockeying preceding the get-away was not of the snappy, brilliant sort that has characterized a number of the former starts. Captain Charles Francis Adams, on the Resolute, seemed to be oblivious of the challenger's presence, and went about his business as though she were still in Gosport.

He cruised about to windward of the line in leisurely fashion, and it was plain that he had no overwhelming desire to be the first to cross. He was 200 yards east of the committee boat when the warning signal was broken out, and was but little closer when the starting signal was given.

**Resolute Crosses Line**

Captain Burton, on the challenger, cruised up and down close to the Baryton after the warning signal, and was in position to cross the line twenty-nine seconds after the starting signal was hoisted.

Resolute tacked down under the committee boat's stern and went over the line fifty-six seconds behind Shamrock. The challenger crossed at 12:30:29 and the defender at 12:31:25.

Both yachts were carrying mainsails, staysails, jibs and baby jib topsails during the jockeying, but just before the get-away they both broke out balloon jibs. Just after the start Shamrock set her spinnaker boom to starboard, and Adams immediately followed suit on Resolute, sending the sail itself up in stumps.

Burton evidently thought better of this move and took in the spinnaker boom five minutes after he had set it. Adams was apparently satisfied to let the Englishman take the initiative, and he also took in his spinnaker pole and the wind was falling rapidly and had dropped to six knots at 1:15. Shamrock tacked well in the early part of the race and maintained her lead until 2 o'clock, when, after both yachts had jibed, Resolute nosed to the front and remained there for about sixty seconds when the challenger found a couple of vigorous puffs and went into the lead once more.

A shift in the wind sent the yachts on a re-echo down the Jersey shore and it looked for a time as though the green sloop was going to leave her Hershoff rival far astern. And, however, was fading rapidly and what there was of it came in puffs that caused the boats to run into one soft spot after another. When they hit these becalmed areas they lost all their headway and their sails would lose the wind and start flapping.

The faltering breeze was shifting southward gradually and it began to look as though the intended leeward leg would end up to a beat after all. At 2:10 the yachts were practically motionless and there was little prospect even at that time that either of them would be able to finish within the time limit of six hours.

At this time they were floundering about off Seabright, having covered less than five miles since 12:30. The wind had shifted to the south and by 2:30 the race had moved to the Jersey shore and had become a beat to windward. At 2:33 both skippers doused their balloons and set staysails, jibs and baby jib topsails.

On a long starboard tack Shamrock stood far out to sea in search of a breeze, while Adams remained close to the shore. At this time the racers were about on even terms and had just enough wind in their sails to give them steerage way. At 4 o'clock, with only two hours and a half in which to cover nearly twenty miles, Resolute set a reaching jib, but it merely flapped dismally like the rest of her sails.

Spectators on surrounding vessels tried all the known tricks for whipping up a breeze, such as scratching masts and throwing pennies overboard, but not even a catspaw came to rattle the surface of the oily sea.

Resolute tried her luck on a port tack about 4:30, and the challenger, still standing far out to sea, followed suit a minute later. The Lipton craft found that the wind was almost before them, they deserted her almost before they filled her sails. Shortly after he jibed Burton set a reaching jib, but it proved as useless as the rest of his canvas.

At 4:45 there were signs on the horizon of something resembling a steady blow, but it was coming too late and too slowly.

Shamrock's long seaward tack, taken on the chance of running down an elusive breeze, caused the green clipper to wander far off her course and left her in a position that would have meant certain defeat if there had been sufficient wind to complete the race.

J. P. Morgan's Corsair could be seen in the distance standing close to the shore, and was apparent at 5 o'clock that there was no chance of finishing. At 6:05 the committee boat steamed between the yachts and raised a signal declaring the contest off.

## The Yachts Drifting in the Breeze

## Lipton Provides For Challenger After He Dies

### Will to Set Aside Fund in Case Sir Thomas Fails to Achieve One Ambition During His Lifetime

### Ready for 1922 Race

### Asserts He Will Bid for the America's Cup Again Unless Others Seek Honor

Sir Thomas Lipton's game fight for the America's Cup over a period of twenty years will be continued until success is achieved. The aged sportsman announced this emphatically yesterday aboard his steam yacht Victoria, while watching his Shamrock struggle valiantly in the doldrums.

So keen is his desire to win the cherished trophy that he has made a provision in his will, setting aside a fund to construct challengers until the cup is won back for England, should he fail personally to achieve the ambition of his life. The fact that this provision had been made came from one of Sir Thomas's English guests on board in his hearing, and he did not deny it.

Regarding the immediate future, however, he was very specific. Discussing the situation with the newspaper men on his yacht, Sir Thomas said, in response to a question: "In the event Shamrock IV should not win the cup I shall wait ten months to give others a chance to come forward and challenge, as I have always done. Then if there is no challenger I will challenge again.

**To Draw Plans Immediately**

"The order will be given to the designer to draw up his plans right away, and the new Shamrock will be ready for the races in 1922. But I don't think this will be necessary. Everybody will tell you that a four-leaf shamrock is lucky, and I am convinced that Shamrock IV will win for me."

The weary day was somewhat relieved yesterday when a giant aeroplane flying boat came alongside the Victoria and invited Sir Thomas to take a night. Sir Thomas, who has made several flights, declined, and Lord Dewar, Lady Ferguson and Mr. Larkin, of Toronto, went up for a short hop over the becalmed yachts.

As they landed the regatta committee on the Baryton hoisted the signal calling the race off for the day. The signal was interpreted to Sir Thomas, who said: "I am exceedingly sorry that the race is off, but the boats couldn't possibly have finished the course. I am hoping for better winds to-morrow."

Then, turning to his guests, he continued: "You had better get your things out of storage, because it begins to look as though we wouldn't finish before Christmas."

**Honor Only Object of Quest**

Shortly after this the daily session with newspaper men began. As usual, Lord Dewar and Sir John Ferguson flanked their friend Lipton and took an active part in the verbal battle that has been the feature of the interviews.

At the outset Lord Dewar, with his own mood, said: "I have known Lipton for thirty years and I can say positively that he has but one thing on his mind and that is winning the America's Cup. This has become an obsession with him. There seems to have been some mistaken idea of his object in contesting for the cup, but I can assure you it is solely for the honor of winning it. There is no other motive."

"Yachting is Lipton's sport and winning America's Cup is his supreme object. In that pursuit there will be no sign before crossing the River St. Lawrence he has given the means to get the cup."

Before proceeding further Sir Thomas read a number of cablegrams and telegrams of congratulation. They came from the uttermost parts of the earth—from Fiji, from Tasmania—and even from Denver. One from Tommy Church, the perennial Mayor of Toronto, read:

**Toronto Prepares Reception**

"Great public reception awaits you here. Try and come and visit us as you said you would when last I saw you here. Your great patriotic services to lift the cup are being followed in this soldier city with the keenest interest. Please do not disappoint us as this sporting city desires to greet you and tender its respects for all you have done for true sport. We salute you as one of the greatest citizens of our day. Come to Canada and pay us a visit at your earliest convenience. Congratulations on your heroic fight to lift the cup. Well done, Shamrock."

Sir Thomas, after reading it, said he would avail himself of the invitation.

Another, from the Grand Lake Yacht Club, of Denver, asked Lipton to attend the regatta at Lake of the Pines, August 15, when the race for the Lipton Cup would be held. It said that while the club was not the biggest in the world, it claimed to be the highest.

Sir Thomas said he had been an honorary member of this club for many years. He recalled his first visit to the mountain city and said that he remembered a sign in one of the restaurants there which read: "Don't shoot the musicians; they're doing their damndest."

**Mascot Minus Sea Legs**

Kilkenny, the black cat mascot brought aboard the Victoria Saturday by one of the guests, is still minus his sea legs. Yesterday in the oily smooth waters poor Thomas Kilkenny was still a victim of mal de mer, and had com-

pletely lost every vestige of fighting attributes of his namesakes.

At this stage Sir John Ferguson broke in and said: "If you win a wife over here, Sir Thomas, you'll be just as pleased as if you won the cup, won't you?"

"I thoroughly agree with you," replied Sir Thomas, "especially now that food is cheaper, and it doesn't cost so much. Dewar was taking an awful chance to-day when he went up in that airplane. If anything had happened there would have been nineteen sniffs in mourning for him."

"Yes," said Lord Dewar, "all I was thinking about while I was up there was of cemeteries and hearsees."

"Awee!" said Sir Thomas, looking over at Margaret Strickland, the young Boston newspaper woman he has dubbed "Boston." "Boston would have looked mighty fine in black, but she would have missed you sorely!" Then to the newspaper men he added: "You boys will begin to think that we are a traveling circus."

**Penalized as Motorist**

Besides yachting, Sir Thomas is an ardent automobilist, and although over seventy years old drives his own car. He proudly showed his English driver's license, and pointed out the convictions written on it. The very first entry was marked "third offense."

"Once while I was driving between St. Albans and Barnet, in England," he said, "I ran into a flock of sheep during a dark night and killed six of them. I pulled up and noticed a policeman get off his horse. The policeman went over to the shepherd and I overheard him say, 'I'll make an example of these people. Just because they're rich they think they are privileged.'"

"Then I came over to me and began, 'This is outrageous.' I tried to explain to him, but he wouldn't listen, and said, 'You can explain that to the magistrate at St. Albans.'"

"After that," I said, "but I wasn't going away without doing the right thing. The shepherd was driving without a light and I couldn't see him. I am sorry, but you can have the sheep that were killed." "Do you mean that," he said, and when I had told him again he went over to the shepherd and said: "Why, you ruffian, what do you mean by having sheep on the road like that? You might have killed some of these good people!"

On another occasion, when he had been arrested for an infraction of the automobile laws, Sir Thomas said: "I was brought up before the magistrate in Southampton, and after my case had been presented the police sergeant who made the charge turned to the magistrate and said: 'Your worship, I wish his yacht would go as fast as his car.'"

**Attendance Drops As Yachts Engage In Sixth Contest**

Despite the disappointment of the many yachtsmen who went down the bay on Saturday to see what they expected would be the final race for America's Cup, many yachts went out to the course again yesterday, although there was a falling off in attendance on the public steamers. More than a score of boats left the New York Yacht Club anchorage, off East Twenty-third Street, and sailed for the race course from the Columbia Yacht Club, off West Eighty-sixth Street. The Corsair left the latter anchorage before nine o'clock with a large party on board, and the Columbia, with Commodore Edward E. Doherty, went out from the same place with many guests. The Teah, owned by General Coleman and also left from the Columbia anchorage.

Harry Payne Whitney, on the Whiteaway, left the anchorage in East River around nine o'clock and had a number of guests aboard. Other yachts, out were Salacia, Henry Ford, the Alacrity, K. B. Van Riper; the Lone Star, George S. Bourner, the Little Sovereign, Frederick W. White, the Halcyon, the Salsola, with Master B. H. Mott and party of friends; the Salsola, on which Robert E. Todd entertained guests; the Anona, Franklin Adams and the Narada, in which Henry Walters had a large party.

There was a decrease in passengers aboard the Fall River liner Plymouth and the Iron Steamship Company's tarsus when they started out for Ambrose Channel yesterday morning.

Spring overcoats were much more in evidence than duck trousers when the Plymouth left. In the way of feminine attire, heavy sweaters and thick sport coats took the place of dainty summer frocks. There were plenty of cold drinks aboard, but warm coffee was a popular beverage.

**Sure Relief**

6 BELLANS Hot Water Sure Relief

**BELLANS FOR INDIGESTION**

**Douglas Gibbons & Co.,**  
6 E. 45th St. Vand. 626

Choice selection Apartments and Houses  
Furnished and unfurnished for Oct. 1st.  
Season or year, PARK AVE. and vicinity.

**Bidding**  
5TH AVE. AT 46TH ST.  
PARIS NEW YORK

**A complete regrouping of various Summer Fashions enables us to offer these important values—**

**Coats and Wraps**  
Formerly \$125 to \$250  
at \$45—\$75—\$95—\$125

**Gowns and Dresses**  
Formerly \$95 to \$195  
at \$55—\$75—\$95

**Evening Wraps**  
Formerly \$295  
at \$95 to \$145

**Suits for Sports**  
Formerly \$95 to \$225  
at \$45—\$65—\$85

Sport styles and fashionable models for wear in town either now or during the early Autumn. Miscellaneous styles—broken sizes, light and dark shades.

An attractive selection of smart styles suitable for all manner of Day or Evening occasions in Town or Country.

Light Summer styles in taffeta, satin, crepe Georgette and chiffon, including handsome fur-trimmed effects.

Remaining street, sport and semi-dress styles—developed in various fashionable materials—this showing embraces the last of many high class lines—odd sizes, one and two of a kind.

## Shamrock Making Slow Progress in Light Breeze

### Aeolus Blows Hard and Soft, Never Right

(Continued from page one)

tion that you could always get a wind by scratching the mast. Seemingly, it is new stuff, for it didn't impress Aeolus. Then a sailor told us that we couldn't fail to get a breeze if we'd drop a line into the ocean. Eight pennies and a Canadian dime made a large splash, but they didn't raise a nickel's worth of wind.

Joseph Jefferson O'Neill said that Aeolus wouldn't think of so much as sneezing for less than a quarter, and he borrowed a check book and wrote out a check for \$10,000. Evidently Mr. O'Neill is a man of large affairs, for he said, "Any body will do. It doesn't make any difference."

There was some little difficulty because no one knew the initials of Aeolus. Mr. O'Neill solved that by making it out to bearer. He wrote the check around a lump of lead and threw it overboard. Nothing happened. Somebody suggested that maybe Aeolus didn't want to do anything until he had a chance to get down to the bank the first thing this morning. In the way, if any wrecking company is interested we think we could lead a diver straight to the spot where that check sank. We marked it as one foot to the right of a floating barrel top, and if Aeolus keeps on acting the way he did yesterday afternoon that barrel top will be in the same place this morning.

**Experts Nice, Simple Folk**

After all the incantations had failed even the experts admitted that there was nothing much in sitting about to watch a couple of yachts drift. When relieved from the strain of a grueling contest, yachting experts seem to be a little bit simple minded set of folk. They try to amuse each other during periods of calm by reciting limericks and telling riddles. Most of the limericks were somewhat tainted by the earnestness which seemed to be traditional with seafaring men, but one of the riddles was at least harmless.

"If Stephen S. Wise, clad in nothing but a bathing suit, were lost on the top of the Matterhorn in February," began one expert, "what vegetable that we had for breakfast would that remind you of?"

"Who do you mean, Stephen S. Wise?" asked another expert. "Is that Rabbi Wise?"

"Of course," replied the riddle maker somewhat testily, and we could under-

## SPACE

Suitable for Corporations  
at less than  
\$1.50 a sq. ft.  
with possession

Why pay more while 85,000 sq. ft. on single floors, with 1,154 lineal feet of window space and high ceilings, is to be had in the Greenhut-Siegel-Cooper Building, at 6th Ave. and 18th St.? Excellent transit facilities—\$900,000 expended by owners in modernizing the building.

**CROSS & BROWN COMPANY**  
18 East 41st St., New York  
Murray Hill—7100

Private families having a spare room to rent will find The Tribune's Furnished Rooms to Let column an aid to renting it. Phone Beekman 3000—Advt.

## Your Last Chance For Fall Shoes at These Low Prices

On August 1st our Regular Line of High Shoes will be excluded from this Sale. Buy Now for the Fall.

High and Low Shoes  
Marked from \$18 & \$20

**\$14.85**

Add 49c for War Tax  
A Few as Low as

**\$12.85**

Add 29c War Tax

**French, Shriner & Urner**  
EIGHT STORES IN GREATER NEW YORK

694 FIFTH AVE., NEW YORK  
131 W. 42D ST., NEW YORK  
153 BROADWAY, NEW YORK  
265 BROADWAY, NEW YORK  
1263 BROADWAY, NEW YORK  
1175 BROADWAY, NEW YORK  
1175 BROADWAY, NEW YORK  
1175 BROADWAY, NEW YORK